

MONROE, RAMMED, SINKS LIKE SHOT

CONTINUED FROM PAGE ONE.

on her side, throwing up the uninjured side, but submerging cabins and saloons. A chorus of shrieks and groans rent the air. Dozens of the passengers were hurled into the water, where later some of them were picked up and carried to safety. But the unfortunate left on the sinking boat, crawling like rats, made their way to the superstructure through port holes, windows, companion ways, until they reached, just out of reach of the on-coming waters, on the upper side of the half-capped vessel.

And then this slippery security was snatched from them. With a rumbling sound, indicating bursting boilers below, the vessel quivered and shook, and then plunged beneath the waves, leaving her human freight afloat on the icy bosom of the sea.

Passengers All Asleep. When the crash came practically all the passengers of the Monroe were asleep. The force of the impact threw them out of their berths. Frightened by the shock they rushed to the deck in their night clothes only to find that the ship was filling and sinking rapidly. Luck of the passengers was not in their hands. They were picked up out of the sea by small boats from the Nantucket. All the passengers who were saved were rescued in that manner. Wireless calls for aid went out from the Monroe immediately after the crash and were caught as far away as Boston, but there were no other ships close enough to reach the scene in time to render aid. But noble work was done by Capt. Berry and his crew of the Nantucket. Though the Nantucket was badly damaged her lifeboats were manned quickly and put overboard, and the work of rescue began.

Searchlights Aid Little. Searchlights of the Nantucket were played on the waters, but they were of little avail in aiding the rescuers because of the heavy fog that hung over the sea. Though lost in the mist almost immediately after their boats left the side of the ship the sailors of the Nantucket went about their work undaunted and one by one they picked up passengers and sailors and officers until at last no more persons were to be found and no further answers came to the cries of the rescuers. When it was certain that all that remained alive had been saved, the Nantucket's crew proceeded to make temporary repairs to the bow of their boat by means of sheets of canvas, and later the steamer, her flag at half mast, started on her journey to Hampton Roads. She was met later by the Old Dominion liner Hamilton, which had answered wireless calls for aid and also by the revenue cutter Onondaga and the wrecking tug Merritt, but no assistance was needed.

Had No Chance for Lives.

The lost had no chance for their lives. In the heavy fog that lay like a blanket over the sea the Monroe was picked up by her wayward. She had left Norfolk at 7:00 o'clock last night and at the time of the crash there were on deck only those who duty kept them at their stations. The passengers were asleep in their staterooms, except for those kept awake by the siren. Bound for Norfolk from Boston the Nantucket presented a similar condition. On her decks there were only those whose duty kept them on watch. On her bridge was Capt. Berry. Thus with the dense fog shrouding them in the night the two ships, their sleeping passengers and crews rushed to the deck, groping their way through the wall of fog, and brought panic and despair to men and women. The Monroe was sinking like a shot. Ten minutes from the crash the Monroe had disappeared beneath the waves. There had not been time to launch more than one lifeboat, not time enough even to bring a semblance of order, although the captain and his officers had kept their heads and started their well-ordered routine for lowering the boats.

On board the Nantucket no time was lost in the work of rescue. The Merchants' and Miners' boat staggered like a living thing from the gaping hole in her bow. Uncertain as to the fate of his own ship, Capt. Berry ordered out his lifeboats, manned by men undaunted in the

SURVIVORS TELL STORY OF CRASH AT SEA; PAINT PICTURE OF TERROR, QUICK DEATH, AND SUPERB HEROISM OF OFFICERS AND MEN

Norfolk, Va., Jan. 30.—A tragic picture of sudden terror, horror, and quick death is painted by the survivors of the liner Monroe, which went down in the darkness off the Virginia capes, taking with her over two score human beings.

Awakened from their sleep to face the call to their Maker, the passengers of the lost ship were in a frenzy of terror. Clad only in their night clothes, with perhaps some warm garment thrown over their shoulders as a protection from the wintry blasts that swept the decks, many, after a glance for the cause of the accident, plunged into the icy waters of the Atlantic. Some of these were saved by boats hurriedly launched from the Nantucket. Others in time will be washed up on the Virginia beaches, and some never again will be seen.

Those who are able to tell their story unite in praise of the officers of both ships. The men of the Nantucket who took their own lives in their hands and cruised about in the dense fog scouting for survivors came in for their meed of praise. But let the survivors tell their own stories:

Praises Ship's Officers. A. P. Lyons, a newspaperman of Richmond, said there was no panic when the Monroe, and Capt. Johnson and the officers and crew of the liner acted the parts of heroes. He said:

"There was much confusion, but nothing approaching a panic. The conduct of the officers and crew was admirable. It was about 1:30 o'clock and very foggy when the crash came. I had undressed, but had not gone to bed. The fog horn was blowing every minute. Suddenly it blew twice and repeated the double blast twice. Then almost like putting on the brakes the Monroe stopped, and I knew there was something the matter. Rushing up stairs on deck I saw somebody getting ready to put a lifeboat over. I asked him if there was any danger; he replied that he did not know, but wanted to be ready.

"Almost before the words left his mouth the Nantucket struck us near the bow on the port side. I ran down stairs and tried to dress, but the ship was listing so that I could not stand up so I hurried up stairs. There were very few passengers on deck and one boat was overboard. As it pushed away, Capt. Johnson told me to jump in as there was no time for me to jump in as there was

SEA'S TOLL IN TWO YEARS.

Seven disasters at sea within twenty-two months have cost 2,973 lives. The list follows:

Russ, sunk in Black Sea in 1912, 172.
Toscani, sunk in Atlantic in 1912, 1,400.
Klochemars, sunk off Japan coast in 1912, 1,200.
Calvados, sunk in Sea of Mar-mar in 1912, 200.
Volturno, burned in Atlantic in 1912, 120.
Oklahoma, sunk off Sandy Hook in 1914, 27.
Monroe, sunk off Norfolk yesterday, 45.

swirling mist that shut them from the view of their ship.

As soon as they had touched the water these little craft began a task that seemed almost hopeless, that of picking up, generally one at a time, the Monroe's people.

THE SURVIVORS, 91; THE VICTIMS, 43

Norfolk, Va., Jan. 30.—List of passengers saved:

BROWN, A. G., New York.
BUDWIG, HARRY, New York.
DAY, J. C., New York.
DAVIS, C. W., New York.
FLANNAGAN, RALPH, Philadelphia.
HARRINGTON, T. R., Bridgeport, Conn.
LYONS, A. P., New York.
MONTGOMERY, J. M., Macaria Theatrical Company.
MURPHY, J. M., Buffalo, N. Y.
NORRIS, GEORGE M., Macaria Theatrical Company.
MOORE, JOSEPH, Macaria Theatrical Company.
MAXON, JOSEPH R., Macaria Theatrical Company.
McCOMBS, MISS SALLIE, Macaria Theatrical Company.
NYLAN, C., New York.
NEWBY, E. J., U. S. N.
O'NEILL, JAMES W., Washington, D. C.
POOLE, C. W., Gray, Va.
RAWLINGS, CHARLES, Lawrenceville, Va.
RAWLINGS, JOHN, New York.
RAY, MRS. J. P., New York.
SOULE, MISS LEONA, Macaria Theatrical Company.
SYNDER, W., New York.
THACKERY, MISS HILDA, Macaria Theatrical Company.
TILLEY, A. H., Macaria Theatrical Company.
VERNON, B. E., Macaria Theatrical Company.
VANWINKLE, R. S., New York.
WOODS, MRS. T. R., Bridgeport, Conn.
WILLIAMSON, GEORGE E., New York.
WILLIAMSON, JOHN, New York.
WILLIAMSON, GEORGE, New York.
WILKINSON, HOWARD, Norfolk, Va.

STEERAGE.

FALKEN, JOHN.
SMITH, C.
SCOTT, LOUISE V.
MAXON, ALBA, New York.
LIST OF PASSENGERS LOST FROM MONROE.
BOLTON, MRS. W. L., Newark, N. J.
CRUTCH, JERRY, U. S. S. A.
EDWARD, J. U. S. N.
GIBSON, Mrs. D., New York.
HANKS, J. C., Cleveland, N. Y.
HARRINGTON, MRS. T. R., Bridgeport, Conn.
INGRAM, W. H., Sumter, S. C.
LOUIS, MR., Macaria Theatrical Company.
LOUIS, MR., Macaria Theatrical Company.
O'NEILL, C. W., Gray, Va.
INFANT POOLE, child, Gray, Va.
J. F. RAY, New York.
WAGNER, O., United States Marine Corps.

STEERAGE.

GILBERT, J., Italian.
BOLEN, M., New York.
ROPER, C., New York.
WILSON, I., New York.
N. NELSON, Captain.
MR. GILES, Quartermaster.
A. SODEN, Bow lookout.
T. JUVIC, Deck watchman.
I. WARD, Saloon watchman.
FREDERICK, J. KUBERNE, First wireless operator.
BRAXTON MARKINS, third assistant engineer.
MRS. GORNEY, white stewardess.
PATNEY WALLACE, colored stewardess.
J. WHITE, second cook.
JOE BRADDOCK, third cook.
P. DAVIS, head waiter.
J. DICK, J. MARTIN, A. PRADDEY, P. PROVERE, and W. A. GARDNER, waiters.

WABASH ORDERED SOLD FOR MORTGAGE

Court Sets Minimum Price for Sale at \$34,000,000—Big Deposit Required.

St. Louis, Mo., Jan. 30.—Federal Judge Adams today ordered that the Wabash Railroad be sold under the foreclosure mortgage held by the Equitable Trust Company, of New York. The minimum price for which the road must be sold was fixed by Judge Adams at \$34,000,000. Chester H. Krum, of St. Louis, was appointed by the court as special master to execute the decree of sale, and ordered that no bid be accepted unless it was accompanied by a cash deposit of \$1,700,000 as a guarantee of good faith.

WHITMAN SUFFERS SETBACK IN PROBE

Contractor Fails to Identify Murphy's Friend as Alleged Bribe Collector in Canal Bid Cases.

New York, Jan. 30.—James C. Stewart, before the grand jury, today failed to identify James E. Gaffney, "Boss" Murphy's close friend, as the "Mr. Gaffney" who tried to coax \$150,000 from him on Stewart's pending \$1,000,000 of State canal bids in December, 1912.

In a merciless three-hour grilling by District Attorney Whitman, the wealthy contractor worn by the strain, burst into hysterical tears. In a half frenzy he protested to the grand jury that, while he "believed" the Gaffney caller to be James E. Gaffney, he was too much in doubt to make an unequivocal avowal.

Prior to going before the grand jury, Stewart, unexpectedly, was confronted by Gaffney in Whitman's inner office in the Criminal Court's building. Neither knew, until called to the office, what was up.

As the two men in Whitman's little drama met face to face, they gave not a sign of former acquaintance.

K. OF C. WINS LIBEL SUIT OVER FALSE OATH

Philadelphia, Jan. 30.—After entering pleas of guilty to charges of libel and conspiracy to libel brought against them by the Knights of Columbus, Charles Megonigal and C. H. Stage, of this city, today were discharged under a suspended sentence by Judge Wilson, in Quarter Sessions Court, with the sanction of the attorneys for that organization.

Last spring Megonigal printed and distributed circulars containing what purported being an oath taken by the Knights of Columbus members. Today he admitted this publication was a calumny and absolutely without foundation. In his defense, Megonigal declared he had received the "oath" from an anti-Catholic publication in Aurora, Mo. He said he learned later that he had been deceived and hastened to Mr. Flaherty, the supreme knight of the organization, and apologized.

James A. Flaherty, supreme knight of the Knights of Columbus, and Joseph P. Gaffney, counsel for the order, told Judge Wilson that the Knights of Columbus felt that they had been vindicated by the pleas entered by the defendants and expressed themselves as satisfied if the court would release the defendants under a suspension of sentence. Stage did not contest the charges and entered a plea of not guilty.

INQUIRY INTO DISASTER ORDERED BY OFFICIALS

Sweeping Investigation Is Begun at Instance of Department of Commerce.

THREE PHASES ARE TAKEN UP

The Department of Commerce yesterday began a sweeping investigation into the cause of the collision between the Nantucket and the Monroe.

There are three distinct angles to the investigation:

First—Whether the masters of both vessels used every precaution to prevent the tragedy, including a low-speed headway and continual use of fog horns.

Second—Whether the terrible death rate among the passengers on board the Monroe was due in any way to a lack of discipline among the wrecked ship's crew.

Third—Whether the two vessels were in their proper positions prior to the collision.

As soon as messages telling of the disaster reached Washington officials of the steamboat inspection service got into telegraphic communication with Robert Tapley, inspector of hulls, and Edward Brey, inspector of boilers, at Norfolk. At 4 o'clock the Department of Commerce received word that the investigation had begun.

According to all information now in the possession of the government officials here, the two ships were of splendid construction. They stated yesterday that the impact of the Nantucket when she struck the Monroe must have been terrific to tear a gash that would sink the ship in twenty minutes. Despite the repairs which have been received from Norfolk describing the slow rate of speed at which the two ships were running, the officials are inclined to believe the Nantucket must have been exceeding the limit of cautious headway.

The question of a possible panic on the part of her crew is one to which the Department of Commerce officials are directing their attention.

One official said: "I don't like the looks of the death list. There are too many passengers there. There are a number of women, too. Of course, it is too early to begin to comment yet, but it will be a good thing if we know the truth of this tragedy."

"PUBLIC CONSCIENCE IS BECOMING KEENER"

Legislators and Educators at College Alumni Banquet Urge Still Higher Moral Standard.

Senator Alce Pomeroy, of Ohio, and Representatives William Gordon and Robert Crosser, of Cleveland, joined with Dr. Charles Franklin Thwing, president of the Western Reserve University, of Cleveland, in emphasizing the importance of high ideals and in showing the rapid rise in standard of public ideals in this country at the annual reunion and banquet of the Washington alumni of the university at the University Club last night.

That Daniel Webster, Henry Clay, and other statesmen of their day had accepted deeds to correct the wrongs of official services was contrasted with the statement by Senator Pomeroy that this at this time would be punished by imprisonment.

Great as had been this advance in public ideals, the need for a still higher standard was impressed upon his hearers by the Ohio Senator. To this end he expressed the desire that every person might have the advantage of a college training. President Thwing appealed to the alumni to "keep your ideals" pointed to the college training as an "ideal path."

Other speakers were Prof. H. M. Haydn, Dr. J. W. Kerr, William H. Baldwin, and Morris J. Hole. Major Frederick C. Bryan, retiring president of the association, acted as toastmaster.

Morris J. Hole was elected president for the ensuing year, John H. Dines, vice president, and Ray S. Gehr, secretary. Those present were Frederick H. Asher, F. L. Baker, William H. Baldwin, Frederick C. Bryan, A. W. Davidson, John H. Dines, George H. Gall, R. S. Gehr, Morris J. Hole, Dr. J. W. Kerr, Ernest McKelvey, Roscoe M. Packard, Dr. A. Albert B. Bushnell, and Thomas L. Mead, Jr.

Guests of the evening were Dr. Charles Franklin Thwing, Prof. H. M. Haydn, Senator Pomeroy, Representative Gordon and Representative Crosser.

HEAVY GUARD FOR KERO.

Sheriff Protects Man Who Made Apes Farmer, Naked, Plow.

Raleigh, N. C., Jan. 30.—Sheriff Sears has been called to protect with all his deputies Tip Barnes, a negro, who is charged with robbing J. J. Holland, an aged farmer, and forcing him to plow naked in the fields.

The crowd caught two negroes and would have lynched them, but for Holland's assurance that they had the wrong men. Holland declares Barnes held a revolver over him while he plowed. Barnes was brought here tonight.

MONROE UNSEAWORTHY, CHARGE AFTER TRAGEDY

Superintendent of Old Dominion Line Refutes Allegation and Accuses Captain of Negligence.

New York, Jan. 30.—Dispatches add a further touch of horror to the sea tragedy off Chesapeake Bay in the report at Norfolk that the Monroe was top-heavy and in an unseaworthy condition, whereby her rapid sinking after the collision was accelerated. Ten minutes after she was struck the Monroe sank beneath the waves.

Capt. James Leyland, superintendent of the Old Dominion line, later charged that the captain of the Nantucket was guilty of gross negligence when he drew his ship out of the gaping wound he had made in the side of the Monroe, thus permitting the sea to rush in and engulf her.

"Immediately following the crash," said Capt. Leyland, "the Nantucket began to back away from the Monroe, thus exposing a huge gap in her starboard side. Good seamanship should have prompted those in command of the Nantucket to keep her close to the Monroe."

"The Monroe practically was standing still when the collision occurred. The whistle of the Nantucket had been heard and answered by one blast, which meant that the Monroe would pass on the port side. Then the crash came."

"The Monroe was not a top-heavy vessel. Had she been, she would have turned over when the Nantucket struck her. Instead, she sank only when filled with the rush of water through her side. I refute any insinuation that the Monroe needed watching because of being top-heavy, by this statement."

GRAND OFFICERS VISIT COLUMBIA CHAPTER

Given Rousing Reception by 600 Royal Arch Masons and Friends.

Adolphus Gude, grand high priest of the District, headed the grand officers on their annual visitation to Columbia Chapter of Royal Arch Masons, in New Masonic Temple last night. More than 600 members and their guests turned out in honor of the visiting officers and gave them a rousing reception.

An elaborate program arranged for their entertainment included orchestra, address by Mr. Gude, tenor solo by Charles E. Myers, comic songs by George H. O'Connor, recitation by Rev. Earle Wilsey, and stereoscopic views.

Following this there was dancing, and a buffet luncheon served. The officers receiving were Charles Cyrus Combs, high priest; Charles C. Galloway, king; James A. West, scribe; Harry L. Strang, Jr., secretary; Richard E. Nixon, treasurer; George O. Seibold, captain of the host; William S. MacDonald, principal adjutant; Frank H. Pierce, royal arch captain; Rufus W. Pearson, master second veil; George W. Sherman, master first veil; Castleman P. Boss, custodian, and J. William Lucas, sentinel.

Lafayette, Ind., has clapped Sunday lid on saloons.

A Japanese company has planted 300,000 pearl oysters in a bay in that country, and believes it will harvest millions of pearls through a recently invented process for impregnating the mollusks.

The convicts on the prison farm at Jackson, Mich., raised 1,500 bushels of onions, 2,500 bushels of parsnips and 2,000 bushels of carrots on a total of six acres this year. These figures are from the Jackson Citizen, and we have not verified them.

Exactly. "Mrs. Muchweid has certainly very diversified life." "You mean divorcee?" British South Africa has 8,500 railway in operation.

The Man's Department Store

The Biggest Bulletin of the Year on MEN'S WEAR

Here's a flat schedule of ONE-HALF the regular price on every suit in the house—plain blues and blacks only excepted—that is welding hundreds of new friends solid to the B-K Store. Even the regular B-K price markings are calculated to save you \$5 on an average—so when these markings are just halved, it doesn't take a math professor to figure out what an immense value you are getting.

And we mean it when we say these are precisely the suits we have been selling at this store for twice these prices—our very best winter stocks are falling under the blue pencil. Wise buyers throng our store daily, coming with eager expectation—leaving with complete satisfaction. It's YOUR turn now to snap up the big clothes-buying opportunity of the season. For your own sake, COME IN EARLY.

Men's and Young Men's Suits

WERE NOW

\$12.50 Suits . . . \$6.25

\$15.00 " . . . \$7.50

\$17.50 " . . . \$8.75

\$20.00 " . . . \$10.00

\$22.50 " . . . \$11.25

\$25.00 " . . . \$12.50

\$27.50 " . . . \$13.75

\$30.00 " . . . \$15.00

\$35.00 " . . . \$17.50

Every Overcoat in the House Is Offered at 1/3 Off Usual Price

The BIEBER-KAUFMAN CO.

The Man's Dept. Store "Down by the Navy Yard"

901-909 Eighth Street S. E.

Special Delivery

All purchases delivered promptly and safely in our newly installed auto delivery wagon. The by-word of B-K service—Courtesy, Neatness, SPEED.

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